MYSORE RAILWAYS.

OFFICE OF THE SENIOR EXECUTIVE ENGINEER, MYSORE RAILWAYS, MYSORE.

Notification, dated 5th September 1936.

COLLECTION OF BROKEN STONE BALLAST FOR RE-RAILING, MYSORE TO MYSORE SOUTH, ON BANGALORE-MYSORE SECTION.

Sealed tenders will be received at the Office of the Senior Executive Engineer, Open Lines Division, Mysore Railways, Mysore, up to 3 o'clock afternoon on Saturday the 10th October 1936, from Contractors for supply of Broken Stone Ballast, and also for loading and unloading the same on line by Ballast Train.

2. Tenders should be submitted only in special forms which can be obtained from the Senior Executive Engineer, Mysore Railways, Mysore, on production of a receipt from the Auditor, Mysore Railways, Mysore, for Rupee one, being the cost of the form.

3. The tenders must be accompanied by a receipt of payment of earnest money of Rs. 300 (three hundred) to the Auditor, Mysore Railways, Mysore, mentioning this work.

4. Tenders which give rates as per estimate rates or so much per cent above or below estimate rates will not be considered.

5. The name of the accepted tenderer will be posted on the Notice Board of the Executive Engineer's Office as soon as it is approved. No enquiries regarding the acceptance or rejection of a tender will be replied.

6. The earnest money of the unsuccessful tenderers will be returned as soon as possible after the tenders are disposed of, while that of the successful tenderer will be accepted as part security for the due fulfilment of the terms of the agreement.

7. The successful tenderer should deposit with the Auditor, Mysore Railways, Mysore, before he signs the Schedule Agreement 5 per cent of the value of the work, for which the tender is accepted as security for the due fulfilment of the terms of the agreement.

8. The final acceptance of the tender will rest with the Superintendent, Way and Works, Mysore Railways, Mysore, who does not bind himself to accept the lowest or any tender and who further reserves to himself the right to reject, without assigning any reason therefor any or all the tenders or any portion of a tender, and also the right to accept a tender for any individual item or items without accepting the whole tender unless the tenderer expressly states in his tender that it must be accepted or rejected as a whole.

9. Collection work should be started within a week from the date of advise of acceptance of tender and completed within five months, with a guaranteed monthly rate of progress. If the monthly progress is poor the contractor's work will be closed with one week's notice and the contract cancelled. The accompanying Statement gives the approximate quantity of Ballast to be collected and the quantities are not absolutely guaranteed.

10. The time limit specified in para 9 should be strictly adhered to and any violation of this will render the contractor liable for forfeit of his 5 per cent deposit amount not as a penalty but as ascertained and liquidated damages recoverable accordingly.

11. Tenderers may quote for supplying Ballast at one depot or at all depots. They may call and obtain any required information connected with this notification, from the Office of the Senior Executive Engineer, Mysore Railways, Mysore, during office hours.

12. Ballast heaps or stacks will have to be collected upon areas of grounds first levelled and cleaned by the contractor and heaps built parallel to the line. The contractor must be prepared to open out the heaps whenever required for inspection. The mode of collection and formation of the heaps at the depots should be got approved by the Permanent Way Inspector of the Section while collecting, *vide* specification below.

13. In all matters of dispute regarding rates, measurements, quality of work, premature closing of contractor's work in case of poor progress, and in all disputes of any kind, the decision of the Superintendent, Way and Works, Mysore Railways, Mysore, will be final and legally binding.

14. While tendering, contractor should take into consideration all such contingencies, as showers of rain, harvest period, etc. Such exceses for short progress will not be accepted.

15. The contractor will make his own arrangements for payment of Royalties for stuff quarried or payment of toll-gate charges. The Executive Engineer's Office will have nothing to do in the matter.

16. The total quantity of Ballast required to be laid on the line is 160,000 cubic feet. The following schedule mentions the localities convenient to the Railway for the collection of ballast and the contractor while tendering, may mention the maximum quantity of ballast which he can collect at any of the undermentioned depots. If they know of any other possible depots *not far* from Mysore or Mysore South, they may quote the mileages of the depots and the quantities they propose to collect at each depot.

17. Statement (referred to in para 1 and 9) :—

Schedule.

Serial No.	Places where ballast has to be collected	Quantity that can be collected at each depot	Total quantity	Unit
1	Miles 292½ to 293½	..	..	..
2	At the North-West corner of the Mysore Railway Station building near the Stores Shed. The area will be marked out by the Railway Department. ..	..	..	
3	In " Mysore South " Station Yard ..	..	..	
4	Miles 304 to 305	..	..	
5	„ 309 to 310	..	..	
6	Loading and unloading from Ballast Train and spreading the same on line for leads under twenty miles ,.	1,60,000 C.ft.	1,60,000 C.ft.	1,000 C.ft.

18. Specification.

(1) The nature of ballast to be supplied, *viz.*, granite or trap or quartz or any heavy metal ore suitable for ballasting should be carefully mentioned in the tender.
(2) The sample quality of ballast approved must be collected.
(3) Pebbles on no account be mixed by quarrying or by field picking.
(4) The ballast must be screened so as to be completely free from dust and chips.
(5) The ballast must pass through a ring of 2″ diameter in all directions and must not pass through a ring of ¾″ diameter.
(6) The stacks must be 50′×10′×2′ or multiples thereof (only for length and breadth) and one inch per foot should be added free in height for shrinkage.
(7) The collection should not be made on top of cuttings more than three feet in height or by the side of banks which are higher than two feet.

R. N. MIRZA,
Senior Executive Engineer.

OFFICE OF THE EXECUTIVE ENGINEER, MYSORE RAILWAYS, HASSAN DIVISION, HASSAN.

Abstract Notification dated 5th September 1936.

The attention of the public is hereby invited to the detailed tender notification, dated 29th August 1936, published in the *Mysore Gazette*, dated 3rd September 1936, pages 1378-1379, Part VI, calling for shifting pumping arrangements from South to North Bank of Tunga river near Shimoga Town Station, etc.

The date of completion of the work to be *read* as end of May 1937.

The last date of receiving tender is 28th September 1936 up to 2 P.M.

M. RAMAIYA,
Executive Engineer.

OFFICE OF THE SUB-DIVISION OFFICER, NANJANGUD.

Notification dated 31st August 1936.

The right of quarrying kankar or lime stone in Government unoccupied lands in Nanjangud Taluk will be sold by the Sub-Division Officer, Nanjangud, in the Nanjangud, Taluk Office on 30th September 1936 at 12 noon by public auction for three years commencing from 1st July 1936.

2. The sale will not become absolute until confirmed by competent authorities.

3. The successful bidder should deposit one-fourth of the bid amount as soon as the sale is concluded and the balance of the amount within seven days of the sale.

4. The contractor should quarry the lime-stone in such a way as not to render the land unfit for cultivation. All pits that may be made should be filled up by the contractor at his own cost.

5. The contractor cannot claim any compensation or rebate if any Government lands were to be disposed of.